

Environment, Transportation & Public Safety
Standing Committee Meeting Agenda

Date: Wednesday, June 24, 2026

Time: 4:30 o'clock p.m.

Location: Council Chambers, 1st Floor, Windsor City Hall

All members will have the option of participating in person in Council Chambers or electronically and will be counted towards quorum in accordance with Procedure By-law 98-2011 as amended, which allows for electronic meetings. The minutes will reflect this accordingly. Any delegations have the option to participate in person or electronically.

MEMBERS:

Ward 2 – Councillor Frazier Fathers

Ward 3 – Councillor Renaldo Agostino

Ward 4 – Councillor Mark McKenzie

Ward 8 – Councillor Gary Kaschak

Ward 9 – Councillor Kieran McKenzie (Chairperson)

ORDER OF BUSINESS

Item #	Item Description
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1.	CALL TO ORDER
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READING OF LAND ACKNOWLEDGMENT

We [] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

2.	DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
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3.	ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE
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| 3.1. | Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held May 27, 2026 (SCM 180/2026) |
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4.	REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS
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5.	COMMUNICATIONS
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6.	PRESENTATIONS AND DELEGATIONS
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7.	COMMITTEE MATTERS
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| 7.1. | Report No 158 of the Windsor Licensing Commission (SCM 196/2026) |
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| 7.2. | Minutes of the Windsor Licensing Commission of its meeting held June 2, 2026 (SCM 197/2026) |
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8. ADMINISTRATIVE ITEMS

- 8.1. Repeal By-law 5711 – “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and Pass By-law – “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” – City Wide (**S 51/2026**) *Author: Brandon Calleja, Senior Manager/Deputy Chief Building Official - Permits*
- 8.2. Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide (**S 37/2026**) *Author: Ian Day, Senior Manager, Transportation*
- 8.3. Response to CQ 2-2026 - Feasibility of Parking Revenue Sharing with Business Improvement Areas - City Wide (**S 58/2026**) *Author: Bill Kralovensky, Manager, Transportation Operations*

11. QUESTION PERIOD

12. ADJOURNMENT



Committee Matters: SCM 180/2026

Subject: Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held May 27, 2026

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, May 27, 2026

Time: 4:30 o'clock p.m.

Location: Council Chambers, 1st Floor, Windsor City Hall

Members Present:

Councillors

Ward 2 – Councillor Frazier Fathers

Ward 3 - Councillor Renaldo Agostino

Ward 4 - Councillor Mark McKenzie

Ward 8 - Councillor Gary Kaschak

Ward 9 - Councillor Kieran McKenzie (Chairperson)

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Lisa Holmes, Council Agenda Coordinator

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Jelena Payne, Deputy Chief Administrative Officer, Commissioner of Economic Development

David Simpson, Commissioner, Infrastructure Services & City Engineer

Janice Guthrie, Commissioner, Finance & City Treasurer

Ian Day, Senior Manager, Transportation

Steve Vlachodimos, City Clerk

1. CALL TO ORDER

The Chairperson calls the meeting of the Environment, Transportation & Public Safety Standing Committee (ETPS) to order at 4:31 o'clock p.m.

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

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3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

3.1. Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held April 29, 2026

Moved by: Councillor Frazier Fathers
Seconded by: Councillor Gary Kaschak

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee of its meeting held April 29, 2026, **BE ADOPTED** as presented.
Carried.

Report Number: SCM 127/2026

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None presented.

5. COMMUNICATIONS

None presented.

6. DELEGATIONS

7.2. Report No. 5 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026

Mike Fisher, President, Friends of Ojibway Prairie

Mike Fisher, President, Friends of Ojibway Prairie, appears before the Environment, Transportation & Public Safety Standing Committee regarding "Report No. 5 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026" and speaks in support of the positive momentum in the creation of the Ojibway National Urban Park, and is looking forward to future collaborations with Parks Canada and the City of Windsor. Black Oak Heritage Park is well known for species not found anywhere else and is located within the Ojibway Prairie. He adds his support for efforts to support the species at risk, and the Black Oak Heritage Park Management Plan to restore and protect the habitat.

Councillor Gary Kaschak inquires about the ongoing concern regarding graffiti and bike trails throughout the Black Oak Heritage Park. Mr. Fisher responds that there are authorized multi-use trails throughout the park for light recreation within the sensitive environment and he is supportive of efforts to ensure that at-risk species are not disturbed.

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Councillor Gary Kaschak inquires whether the issues at Black Oak Heritage Park will settle once becoming part of the National Park. Mr. Fisher responds that he is hopeful that there will be opportunities to develop a trail system that works with the existing ecosystems while supporting different user groups.

Councillor Kieran McKenzie notes that a cycling group has offered to assist with the clean up of the recent vandalism within the park.

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1118**

THAT Report No. 5 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026, indicating:

That City Council BE URGED to take steps to address habitat issues in Black Oak Heritage Park and, further,

That the Legal Department BE REQUESTED to provide a brief outlining the options available to regulate use within Black Oak Heritage Park.

Carried.

BE APPROVED.

Carried.

Report Number: SCM 122/2026

Clerk's File: MB2026

7.3. Report No. 6 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1119**

THAT Report No. 6 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026, indicating:

That the Environment & Climate Change Advisory Committee ENDORSES steps City Council has taken to move the Ojibway National Urban Park issue forward; and,

That Administration BE URGED to continue work with Parks Canada and other stakeholders to bring the park to fruition; and,

That City Council BE ENCOURAGED to promote greater public consultation in collaboration with all stakeholders; and further,

That Administration BE REQUESTED to continue working towards the solution that provides permanence in protecting the ecological integrity of the park.

Carried.

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BE APPROVED.

Carried.

Report Number: SCM 123/2026

Clerk's File: MB2026

7. COMMITTEE MATTERS

7.1. Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held February 3, 2026

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1117**

THAT the Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held February 3, 2026, **BE RECEIVED.**

Carried.

Report Number: SCM 116/2026

7.4. Report No. 7 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026

Moved by: Councillor Renaldo Agostino

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1120**

THAT Report No. 7 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026, indicating:

That City Council DIRECT Transit Windsor to prepare a report to review Transit Windsor operations to make them more environmentally sustainable including a review of grant opportunities to support those initiatives from senior levels of government.

Carried.

BE APPROVED.

Carried.

Report Number: SCM 124/2026

Clerk's File: MB2026

7.5. Report No. 8 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026

Moved by: Councillor Frazier Fathers

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Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1121**

THAT Report No. 8 of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026, indicating:

That City Council DIRECT Transit Windsor to report back on opportunities to electrify parts of the fleet without proceeding with a full reconstruction of the Transit Windsor garage.

Carried.

BE APPROVED.

Carried.

Report Number: SCM 125/2026

Clerk's File: MB2026

7.6. Minutes of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1122**

THAT the minutes of the Environment & Climate Change Advisory Committee of its meeting held April 16, 2026, **BE RECEIVED.**

Carried.

Report Number: SCM 138/2026

Clerk's File: MB2026

7.7. Minutes of the Windsor Licensing Commission of its meeting held April 23, 2026

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1123**

THAT the minutes of the Windsor Licensing Commission of its meeting held April 23, 2026, **BE RECEIVED.**

Carried.

Report Number: SCM 139/2026

Clerk's File: MB2026

7.8. EWSWA - 2025 Essex-Windsor Residential Waste Diversion Annual Report

Councillor Gary Kaschak comments on the quality of the report and is happy to see that Waste Diversion numbers are increasing.

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Councillor Kieran McKenzie asks Administration about data sharing with provincial governments to provide feedback on the effectiveness of diversion efforts.

David Simpson, Commissioner, Infrastructure Services & City Engineer appears before the Environment, Transportation and Public Safety Standing Committee regarding the EWSWA 2026 Essex-Windsor Residential Waste Diversion Annual Report and indicates that the response would come from the Chair of the board of EWSWA and suggests that City Council support this initiative.

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1124**

THAT the Essex-Windsor Solid Waste Authority (EWSWA) Annual Report – Essex Windsor Residential Waste Diversion 2025 **BE RECEIVED**.

Carried.

Report Number: SCM 141/2026

Clerk's File:

7.9. Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held April 15, 2026

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1125**

THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board meeting held April 15, 2026 **BE RECEIVED**.

Carried.

Report Number: SCM 142/2026

8. ADMINISTRATIVE ITEMS

8.1. Response to CQ 8-2026 – Traffic Calming Measures on Cypress Avenue – Ward 7

Councillor Frazier Fathers inquires whether traffic calming data can be made readily available to the public online. Ian Day, Senior Manager, Transportation appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated April 28, 2026, entitled "Response to CQ 8-2026 – Cypress Avenue Traffic Calming Review– Ward 7" and indicates that a link can be provided to the GIS department to publish this data. He also states that the city is in the last stages of procurement of GPS data, which could be layered into the GIS data.

Councillor Kieran McKenzie inquires where this data can be accessed. Mr. Day responds that the data is available to the public on the open data portal.

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Councillor Kieran McKenzie asks Administration to bring in communications staff to educate the public how to use this tool.

Councillor Gary Kaschak asks if the data was collected through the Armadillo process. Mr. Day responds that this was a 2 week study using the Armadillo device. Previous traffic calming studies had been done on this street, and the live data was compared to the previous data to determine that there was no speeding. He cites the perception of speed versus actual speed.

Councillor Gary Kaschak asks Mr. Day if the road's capacity is adequate for the vehicle volume levels. Mr. Day responds that the volume versus the capacity is not an issue based on the data.

Councillor Gary Kaschak asks if traffic calming measures would be advised. Mr. Day responds that Councillor Angelo Marignani has been advised of potential options for the area, either increasing parking, or changing parking to the opposite side of the road.

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1126**

That the report of the Senior Manager, Transportation dated April 28, 2026, entitled "Response to CQ 8-2026 – Cypress Avenue Traffic Calming Review – Ward 7 " **BE RECEIVED** for information. Carried.

Report Number: S 45/2026

Clerk's File: ACOQ2026 & ST/13863

11. QUESTION PERIOD

Councillor Kieran McKenzie asks about recent traffic related incidents and what initiatives the City is undertaking with respect to traffic safety and Vision Zero. Mr. Simpson responds that the team is continuing to deliver many of the strategic initiatives working towards the Vision Zero action plan. The city has continued to leverage existing road safety programs, such as the Traffic Calming Strategy and Community Safety Zones. Mr. Simpson specifically mentions the ongoing implementation of pedestrian safety programs, including pedestrian crossings across the city, the red-light camera program, which now has twenty intersections being monitored, and the school neighbourhood policy, to have safe crossings for students, teachers and residents. Another major aspect of Vision Zero implementation was establishing of a city-wide database for vehicle and pedestrian collisions to help identify high-risk locations, and tailor and target road safety initiatives in specific areas. Mr. Day adds that 2025 was spent building a foundation for the Vision Zero program. Five Armadillo units were purchased to help collect speed data. GPS data is being integrated into GIS for speed, volume, and turn movements. TES engineering software has been purchased to download collision data, with data from 2019 to March 2026 in the system for analysis of high accident areas. This data will show accidents per million vehicles entering an intersection. Priority lists for safety initiatives will be based on this data and collaboration with Windsor Police Services. Mr. Day also mentions that the Pedestrian Crossover (PXO) program was increased in 2025, with more crossings to be installed this year. He states a road safety update will be coming with the new data, proposed to go to Council in October.

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Councillor Renaldo Agostino asks if there has been any further conversation from the province regarding additional funding for other traffic calming measures. Mr. Simpson responds that a letter was sent seeking additional funding for various traffic calming measures after the cancellation of the speed camera project, but a response has not yet been received to date.

Councillor Renaldo Agostino asks Administration if red light camera data has been or will be included in reports. Mr. Day responds that the key for collisions is reported accidents. The red light camera system is not able to determine if there was a threat of an accident. The volume of data does not allow for more than 7 days of retention. Some intersections have been entered into a LIDAR detection pilot program that will give the ability to record movements and close calls.

Councillor Renaldo Agostino asks Administration if the correlation between red light camera data and high-risk intersections can be equated and used to identify priority for traffic calming. Mr. Day responds that an evaluation of the intersections where red light cameras were installed, showed that there was a reduction in accidents, and no increase in rear-end collisions. He explains that red light camera data shows the speed, the time the vehicle went through the intersection, and the time after the violation. This data can be used to determine if more “all clear” time (the short time all lights are red to clear out an intersection) needs to be increased.

Councillor Renaldo Agostino asks Administration if there are plans to expand the LIDAR pilot project. Mr. Day responds that after successful validation of the pilot project, there are hopes to expand it. He also states there are 5 FLIR thermal devices currently deployed which collect the same type of data. FLIR devices will also be used in the expansion of the Coordinated Corridors program approved by Council.

Councillor Mark McKenzie asks if there is a plan for reducing pedestrian deaths on Class I arterial roads where pedestrians are crossing on larger 4-5 lane roads without PXO crossings. Mr. Day responds that the only option now is intermediate pedestrian signals on that type of roadway. Part of the problem is public behaviour. He states that a new PXO at Marentette and Wyandotte is not being utilized and pedestrians are still crossing without it. He says there are options for safe crossings, but the reality is that they are not being used.

Councillor Mark McKenzie asks if we have looked at putting crosswalks not at intersections, but in the middle of the block. Mr. Day responds that a mid-block PXO is more dangerous than an intersection PXO due to lack of lighting, reduced parking, and poor sightlines.

Councillor Mark McKenzie asks about raised PXO mid-block. Mr. Day responds that administration is continuing to analyze the data and explore options to improve pedestrian safety.

Councillor Kieran McKenzie asks about the potential installation of pedestrian fencing, to protect pedestrians and prevent mid-block crossing. Ian Day responds that fencing has been considered in particular areas, such as Ouellete at the overpass over Jackson Park and the cost was in the \$500,000 range.

Councillor Gary Kaschak asks Administration if the pending Windsor Police Services report on recent pedestrian collisions will help us determine the root cause and identify a solution. Mr. Day responds

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that the WPS reports are heavily redacted. The collision diagrams are the most useful information gained from those. WPS is not legally able to share information other than what is publicly available.

Councillor Kieran McKenzie refers to the discontinuation of the speed camera program, and recently published studies concerning the impact this has had on neighbourhoods. This new data may provide an opportunity to express Council's view to the Provincial government. Councillor Renaldo Agostino agrees that writing a letter to the province asking if a rollback might be considered given the negative impact of the program's cancellation.

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1127**

That Administration **BE DIRECTED** to write a letter to the province recommending reinstatement of the speed camera program.

Carried.

12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 5:15 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held Wednesday, June 24, 2026.

Carried.

Ward 9 – Councillor Kieran McKenzie
(Chairperson)

City Clerk



Committee Matters: SCM 196/2026

Subject: Report No 158 of the Windsor Licensing Commission

REPORT NO. 158
of the
WINDSOR LICENSING COMMISSION
of its meeting held June 2, 2026

Present: Councillor Ed Sleiman, Chair
Councillor Renaldo Agostino
Councillor Angelo Marignani
Marc Dubois
Sam Sinjari

The Windsor Licensing Commission submits the following recommendation:

Moved by Councillor Renaldo Agostino, seconded by Councillor Angelo Marignani,

THAT the Windsor Licensing Commission recommends that City Council **RECEIVE** the report of the Deputy Licence Commissioner *entitled “Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicab, and a One-Year Extension for all Taxicab Vehicle Replacements”* and,

THAT the age limit for wheelchair accessible taxicabs is to remain the same at twelve (12) model years old; and,

THAT the plate holder licence renewal for wheelchair accessible taxicabs **BE REDUCED** from \$520.00 to \$25.00 for the 2026 licencing period; and further,

THAT City Council **APPROVE** a one (1) year replacement extension for all taxicabs and wheelchair accessible taxicabs that are due at the 2026 licence renewal period.
Carried.

NOTE: The Report of the Deputy Licence Commissioner dated June 2, 2026, entitled “Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicabs, and a One-Year Extension for all Taxicab Vehicle Replacements – City Wide is **attached**.

Notification:	
Windsor Licensing Commission	On file
Canadian Checker Cab	
Vets Cab Company	mkashash@vetscab.com
Unifor Local 195	pres@uniforlocal195.com

Subject: Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicabs, and a One-Year Extension for all Taxicab Vehicle Replacements - City Wide

Reference:

Date to Commission: June 2, 2026

Author: Craig Robertson

Manager of Licensing and Enforcement & Deputy Licence Commissioner

519-255-6100 ext. 6869

crobertson@citywindsor.ca

Policy, Gaming, Licensing & By-Law Enforcement

Report Date May 5, 2026

Clerk's File #: **ACLT/15161**

To: Windsor Licensing Commission

Recommendation:

THAT the Windsor Licensing Commission **RECEIVE** the report of the Deputy Licence Commissioner entitled "*Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicabs, and a One-Year Extension for all Taxicab Vehicle Replacements*" and;

THAT the Windsor Licensing Commission **APPROVE** a one-year replacement extension for all Taxicabs and Wheelchair Accessible Taxicabs that are due at the 2026 licence renewal period.

Executive Summary:

N/A

Background:

The Windsor Licensing Commission, at its meeting held on April 23, 2026, was presented with correspondence from Mr. Jay Abdolrahmanpour, owner of Canadian Checker Cab (attached as Appendix A). The content of the correspondence requested a vehicle age increase from the current twelve (12) model year requirement for Wheelchair Accessible Taxicabs as prescribed under the City's Public Vehicle Licensing by-law, to fifteen (15) years.

There was also a request made by the licensee to reduce the annual Plate Holder licence fees specifically for wheelchair accessible taxicabs due to financial constraints his taxicab brokerage is currently faced with and the associated cost to replacing a wheelchair accessible taxicab. The licensee has requested that their annual Plate Holder licence fee be reduced from \$520.00 to \$25.00 for each licence.

The Windsor Licensing Commission at it's meeting held April 23, 2026 provided the following direction:

*“That the Windsor Licensing Commission **DIRECT** Administration to come back with a report for consideration regarding the request to increase the age limit for accessible taxicabs and the reduction of wheelchair accessible taxicab licence fees.”*

Further, at the meeting of City Council on April 27, 2026, Councillor K. McKenzie asked the following question:

CQ 9-2026

“Given that the City of Windsor’s integrated transportation system faces significant risks due to unforeseen inflationary pressures on fuel prices exacerbated by the conflict in the Middle East; and,

Given that these rising costs threaten the viability of taxi operations and the total number of vehicles available to support the public; and,

Given that the current August 31st deadline for taxicab license renewals and the associated 10-year vehicle age cap is rapidly approaching;

Administration is requested to provide a report expeditiously analyzing the risks and mitigation proposals for a temporary, one-year extension to the current 10-year age limit for taxicab vehicles. This analysis should include specific strategies to maintain public safety, such as enhanced mechanical inspection protocols, to ensure that this time-limited reprieve does not compromise service standards before the upcoming licensing deadline.”

The Windsor Licensing Commission is the governing body responsible for making decisions or recommendations when it relates to municipal licensing matters. The purpose of this report is for Administration to respond to both the direction provided by the Windsor Licensing Commission and make a recommendation for a decision by the Windsor Licensing Commission on the question asked by the City Councillor.

Discussion:

Taxicab Age Requirements

The City of Windsor licences and regulates the municipality's taxicab brokers, drivers and vehicles through Schedule 4 of Public Vehicle Licensing By-law No. 137-2007 as amended. The Schedule itself prescribes the age limits for all licensed taxicabs including wheelchair accessible vehicles.

Once a taxicab reaches the end of its lifecycle, the taxicab is required to be replaced at the expense of the taxicab plate holder. Failure to replace the taxicab requires the plate holder to surrender the taxicab plate back to the Licence Commissioner and be made available to those in the industry that qualify. It should be noted that the City currently has a "Waiting List" with active applicants that surrendered plates would be offered to.

In 2018, City Council approved Windsor's maximum age limit for all taxicabs to be increased from eight (8) years old to the current age limit being a maximum of ten (10) model years in age. The intent of the increase was to "level the playing field" when Transportation Network Companies like UBER and Lyft were introduced to the municipality as an alternative means of public transportation.

In 2024, City Council, based on the recommendation from the Windsor Licensing Commission, approved an increase for wheelchair accessible taxicabs to twelve (12) years old and that there would be no change to the vehicle age requirements of ten (10) years for traditional taxicabs. The decision was made based on the rising costs to replace a wheelchair accessible taxicab due to circumstances like the COVID-19 pandemic and that the City had sufficient vehicle safety requirements in place.

Licensing & Enforcement Administration regularly consults and networks with municipalities across the province and country to ensure industry standards are consistent. It should be noted that as part of this report, Administration undertook a robust municipal scan and has determined that the average age limit for all taxicabs, including wheelchair accessible taxicabs, across the province is approximately eight (8) years of age. Windsor has one of the most lenient age requirements in place.

Municipal licensing is in place to ensure public health and safety, to provide consumer protection and to prevent public nuisance. Although Administration is empathetic to the request to raise the age limits for affordability to the licensee, age limits for taxicabs are in place to establish a set of standards to ensure that the riding public including those that are vulnerable or those that may require assistance are safe. Therefore, Administration does not recommend raising the age limits as requested by the licensee for Wheelchair Accessible Taxicabs from twelve (12) years to fifteen (15) years.

Reduced Licence Fees

Taxicab and Wheelchair Accessible Taxicab licence fees are governed under the City's Public Vehicle Licensing By-law and the City's User Fee Schedule. They are

established by the municipality to recover the cost to administer and enforce the licensing program.

The current annual fee to renew a Taxicab and/or a Wheelchair Accessible Taxicab Plate Holder licence is \$520.00. The request by Mr. Jay Abdolrahmanpour, owner of Canadian Checker Cab, is to reduce this fee to \$25.00 for wheelchair accessible taxicab plate renewals.

Fees were increased during the 2026 budget deliberation; it should be noted that public vehicle licensing fees for all taxicabs had not been raised in over twenty (20) years. Increases were halted in the past (at the request of the industry and represented union) due to rising fuel and operating costs, the introduction of Transportation Network Companies like UBER and Lyft and operational impacts caused by the COVID 19 pandemic.

Windsor's taxicab and wheelchair accessible taxicab licence fees are on par with it's Ontario comparatives and in some cases are lower than municipalities with similar consumer demands and fleet sizes. For the most part, licence fees are not distinguished between wheelchair accessible and traditional taxicabs. There are very few municipalities that waive or offer reduced fees. Changes in licence fees should be referred to City Council for consideration. Should the Windsor Licensing Commission recommend reduction to the fees as requested, Council would be required to find an alternative funding source to ensure administrative and enforcement costs are recovered. A reduction to licence fees should be vetted through the annual Budget process.

1-Year Vehicle Replacement Exemption

As noted above, Councillor K. McKenzie raised the question for Administration to analyze and consider a one-year exemption on all taxicabs that are due for replacement for 2026 due to rising costs threatening the viability of the industry and the unforeseen inflationary pressures on fuel prices.

Although municipal licensing practices are not in place to ensure profitability of a particular business, Administration recognizes the challenges faced by the taxicab industry with rising fuel costs that negatively impact daily operations, and increased tariffs as it relates to the purchasing or replacement of a vehicle.

Licensed taxicabs are required to submit annual mechanic checklists, verification that their onboard security camera is functioning and a provincial Safety Standard Certificate. The provincial safety certificate is mandated under the City's Public Vehicle Licensing By-law every six (6) months for older fleet vehicles and can also be requested at any time deemed necessary by the Licence Commissioner. In addition, all taxicab vehicles are subject to complaint-based and random inspections from City By-law Enforcement personnel and the Ministry of Transportation (MTO).

The City of Windsor has two (2) licensed Taxicab Brokers being, Canadian Checker Cab and Vets Cab. There is a total of thirty-one (31) taxicabs due to be replaced in 2026. Canadian Checker Cab has one (1) traditional taxicab and five (5) wheelchair

accessible taxicabs due for replacement whereas Vets Cab has a total of twenty-five (25) traditional taxicabs to replace at the upcoming licence renewal.

Administration has sufficient vehicle safety requirements and inspection processes in place and supports a one-year vehicle replacement extension. All taxicabs that are eligible for the one-year replacement inspection will be subject to approval provided that a valid Safety Standards Certificate (not more than 30 days old), a completed mechanic's checklist, a passed security camera report, a completed Taxicab Plate Holder renewal application and all applicable renewal fees are paid and submitted to the Licence Commissioner by August 31, 2026.

Risk Analysis:

Taxicab Age Requirements

There is the potential for risk to the riding public and the taxicab industry itself by increasing the maximum age limit of Wheelchair Accessible Taxicabs from twelve (12) to fifteen (15) model years old.

As previously discussed, vehicle age limits are in place to create a set of standards. Wheelchair Accessible Taxicabs are responsible for the conveyance of a vulnerable population including those with a disability or that may require additional assistance. Windsor has one of the most lenient age limits compared to other municipalities. Raising the maximum age of taxicabs or other public transportation vehicles, introduces several risks centered on passenger safety, environmental impact, and increased maintenance requirements. While such measures are often proposed to ease financial pressures on drivers and ensure the availability of accessible vehicles, they may lead to lower vehicle reliability and higher emissions.

Older vehicles lack modern safety features such as advanced braking systems, collision detection, and modern airbag systems. They are prone to more frequent breakdowns, leading to service delays, increased maintenance costs for owners, and reduced convenience for passengers. Older vehicles may exhibit wear and tear, such as broken air conditioning, worn interiors, or diminished suspension quality, reducing the overall passenger experience.

Reduced Licence Fees

Municipal licence fees are established with the intent to recover costs to administer and enforce the program. The licensee is requesting a significant reduction in the Wheelchair Accessible Taxicab Plate Holder fee by reducing it by approximately 90 percent. There is the potential for risk in that fees would not be fully recovered and that they would need to be funded through an alternative source. As previously discussed, all taxicab fees were increased at the 2026 Budget deliberation process. Fees had not been increased in over twenty (20) years. Changes to fees should be referred to a

future budget process in an effort to mitigate risk or to identify an alternative funding source.

1-Year Vehicle Replacement Exemption

There is minimal risk by providing a one-year vehicle replacement extension for the thirty-one (31) taxicabs that are due to be replaced in 2026. As previously noted, there is sufficient vehicle safety requirements and processes in place.

The taxicabs being extended will be required to submit an annual mechanic checklist, a successful security camera examination and a provincial Safety Standard Certificate every six (6) months or as requested by the Licence Commissioner. In addition, these vehicles are also subject to complaint-based and random inspections from City By-law Enforcement personnel and the Ministry of Transportation (MTO). All taxicabs that have been extended this year will be required to be replaced by August 31, 2027.

Financial Matters:

As part of the 2026 Budget, **BI 2026-0071** proposed an overall increase to the revenue budget for public vehicle licensing of \$45,000. As previously mentioned, these fees had not been increased in over twenty (20) years.

The fees charged under the City's Public Vehicle Licensing By-law are established based on the recovery of costs to administer and enforce the licensing program. Staff resources are required to review and process licence applications, respond to citizen complaints and conduct vehicle inspections. Windsor's taxicab licence fees are on par and in some cases lower in comparison to municipalities with similar fleet sizes.

Reduced Licence Fees

Mr. Abdolrahmanpour has requested a reduction to the Wheelchair Accessible Taxicab Plate Holder fees from \$520.00 to \$25.00. There are currently eight (8) plates in service while thirteen (13) remain in the possession of the Licence Commissioner. A reduction in fees as requested would result in a shortfall of **\$3,960.00** for the eight (8) active plates in 2026. Administration does not recommend a reduction to the licence fees at this time. Changes to licence fees should be vetted through the annual Budget process. Should the Windsor Licensing Commission recommend a reduction to the fees, Council would be required to find an alternative funding source to ensure administrative and enforcement costs are recovered.

1-Year Vehicle Replacement Exemption

The fee to replace a taxicab is \$95.00. There are thirty-one (31) taxicabs that are due to be replaced in 2026. Should it be decided to approve a one-year extension, fees in the amount of **\$2,954** would not be collected until the following year during the 2027 renewal period. It should be noted that this is a projected maximum as it is difficult to determine if all thirty-one (31) taxicabs will pass the required safety requirements and

be eligible for the extension. All taxicabs that are provided approval for the one-year extension would still be subject to the annual plate renewal of \$520.00.

Consultations:

Municipal scan across Ontario

Caroline Iatonna, Financial Planning Administrator

Conclusion:

In summary, Administration has reviewed the requests to increase the maximum age limit for Wheelchair Accessible Taxicabs and to reduce annual plate holder licence fees, as well as Council's request to consider a temporary, one-year extension for taxicab vehicle replacements in 2026. Based on municipal comparatives, public safety considerations, and the purpose of municipal licensing to protect the public interest, Administration does not support increasing the Wheelchair Accessible Taxicab age limit beyond the current twelve (12) model years, nor does it recommend a reduction to licence fees outside of the City's annual Budget process.

Administration does, however, support a one-year extension for all Taxicabs and Wheelchair Accessible Taxicabs that are due for replacement at the 2026 licence renewal, as a time-limited mitigation measure in response to current cost pressures. This extension can be implemented with minimal risk by maintaining enhanced oversight, including a valid Safety Standards Certificate (not more than 30 days old), a completed mechanic's checklist, confirmation of a passed security camera report, completion of the plate holder renewal application, and payment of all applicable renewal fees by August 31, 2026. All vehicles approved for the extension would be required to be replaced by August 31, 2027, and remain subject to complaint-based and random inspections by City By-law Enforcement and the Ministry of Transportation.

Accordingly, Administration is requesting the Windsor Licensing Commission receive this report for direction and approve the recommended one-year extension for the 2026 renewal period. Should the Commission wish to pursue any changes to vehicle age limits or licence fees beyond those currently established, Administration would report back, as required, for City Council consideration and any necessary amendments to the Public Vehicle Licensing By-law and/or the City's User Fee Schedule through the appropriate governance and budget processes.

Approvals:

Name	Title
Craig Robertson	Manager of Licensing & Enforcement and Deputy Licence Commissioner
Steve Vlachodimos	City Clerk & Licence Commissioner
Dave Soave	Manager, Strategic Operating Budget Development & Control
Andrew Daher	Commissioner, Corporate Services
Janice Guthrie	City Treasurer/Commissioner, Finance
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email
Canadian Checker Cab	1235 Huron Church Rd. Windsor, ON N9C 2K6	
Vets Cab Company	350 Tuscarora St. Windsor, ON N9A 3L7	mkashash@vetscab.com
Unifor Local 195	3400 Somme Ave. Windsor, ON N8W 1V4	pres@uniforlocal195.com

Appendices:

Appendix "A"

**CANADIAN CHECKER CAB**

1235 Huron Church Rd. Windsor, Ontario. N9C 2K6. Phone: (519) 254-7777. Email: ph5192547777@hotmail.com

RECEIVED
MAR 26 2026
POLICY GAMING & LICENSING

Date: March 26, 2026

To: Windsor Licensing Commission

Subject: Request for reconsideration of age limits for wheelchair-accessible taxis

Dear Members of the Windsor Licensing Commission,

A review of the current vehicle age requirement applicable to wheelchair-accessible taxis in the City of Windsor is respectfully requested.

Under the existing regulatory framework, wheelchair-accessible taxis are required to be less than 12 years old. While the intent behind this requirement is fully understood and supported, its practical impact on accessible service delivery has become increasingly restrictive.

Canadian Checker Cab is currently the primary provider of wheelchair-accessible taxi services in Windsor. Unlike regular vehicles, accessible taxis require specialized structural modifications, resulting in significantly higher capital costs, often several times greater than conventional vehicles. In addition, these vehicles involve higher ongoing maintenance and repair expenses, while the availability of suitable replacement units in the market remains limited.

As a result, strict age-based replacement requirements create a disproportionate financial burden that directly affects the continuity and availability of accessible transportation services.

It is also important to note that vehicle safety and reliability are already governed through mandatory inspection and certification processes. All vehicles undergo regular mechanical inspections to ensure compliance with safety standards. In this context,

vehicle condition, rather than age alone, serves as a more accurate indicator of operational safety.

In light of the above, the following considerations are respectfully proposed:

1. Extension or Removal of Age Limit

Extend the allowable service life of wheelchair accessible taxis from 12 to 15 years, or consider exemption from the fixed age limit. It is strongly requested that accessible cabs be exempted from the age limits, as they are automatically removed from service once their safety is at risk or their performance is affected due to probable exhaustion. As evidence of this, some of our vehicles have already been removed from operation despite not having reached an age limit, solely because of poor performance and safety risks.

2. License Fee Adjustment

Reconsidering the unique financial challenges faced by Canadian Checker Cab, a reduction in the annual license fee from \$400 to \$25 is requested. This adjustment would align with the fees paid in 2005 and support the sustainability of wheelchair-accessible cab services.

3. Financial Support for Accessible Vehicles

Considering that the cost of each wheelchair-accessible vehicle exceeds \$100,000 due to required structural modifications and specialized equipment, the financial burden on operators is substantial. It is respectfully noted that some municipalities in Ontario have implemented support mechanisms that directly or indirectly provide financial benefits to taxi companies. For example, Toronto provides grants to support the purchase and conversion of accessible taxis, Hamilton's Taxi Scrip program increases demand and revenue for participating operators, and London has planned incentive-based models to financially support accessible taxi providers. In addition, increasing fuel prices and overall inflation have significantly raised operating costs, while taxi fares have not been adjusted proportionately to reflect these changes. This has further intensified the financial pressure on companies. In this regard, it is respectfully requested that the City of Windsor consider implementing a

similar financial support mechanism for taxi companies as an alternative approach to maintaining service sustainability

Canadian Checker Cab is also planning several operational improvements and service expansions aimed at increasing capacity and improving service quality for individuals with mobility challenges. Regulatory flexibility would directly support the implementation of these improvements.

The requested adjustments are not intended to compromise safety or service standards, but rather to ensure that accessible transportation services remain viable, reliable, and sustainable within the City of Windsor.

Your consideration of this matter is sincerely appreciated. The opportunity to discuss these points further would be welcomed.


Sincerely,
Jay Abdolrahmanpour
Managing Director
Canadian Checker Cab



Committee Matters: SCM 197/2026

Subject: Minutes of the Windsor Licensing Commission of its meeting held June 2, 2026

WINDSOR LICENSING COMMISSION

Meeting held June 2, 2026

A meeting of the Windsor Licensing Commission is this this day commencing at 2:30 o'clock p.m. in Room 140, 350 City Hall Square West, there being present the following members:

Councillor Ed Sleiman, Chair
Councillor Renaldo Agostino
Councillor Angelo Marignani
Marc Dubois
Sam Sinjari

Guests in attendance:

Jay Abdolrahmanpour, Owner of Canadian Checker Cab
Bill Oag, Vets Cab Administrator

Also present are the following resource personnel:

Steve Vlachodimos, City Clerk and Licence Commissioner
Craig Robertson, Manager Licensing & Enforcement & Deputy Licence Commissioner
Nicole Brush, Supervisor of By-law Enforcement
Rory Sturdy, Supervisor of By-law Enforcement
Marianne Sladic, Senior Licence Issuer
Karen Kadour, Committee Coordinator

1. Call to Order

Councillor Ed Sleiman, Chair calls the meeting to order at 2:30 o'clock p.m. and the Windsor Licensing Commission considers the Agenda being Schedule A, attached hereto, matters which are dealt with as follows:

2. Disclosure of Interest

None disclosed.

3. Adoption of the Minutes

Moved by Councillor Angelo Marignani, seconded by Sam Sinjari,

That the minutes of the meeting of the Windsor Licensing Commission held April 23, 2026, **BE ADOPTED** as presented.

Carried.

4. Requests for Deferrals, Referrals or Withdrawals

None.

5. Communications

None.

6. Licence Transfers

None.

7. Applications/Hearings

7(a) Approve Application with Conditions – Livery Vehicle, Class C (Executive)

Craig Robertson, Deputy Licence Commissioner reports that Eric Ceejay Williams, Applicant, Gateway Express Shuttle is supportive of the recommendation, and is not present for the hearing.

Craig Robertson, Deputy Licence Commissioner advises that the application for a Livery Vehicle, Class C (Executive) licence was submitted on April 7, 2026. Administration reviewed the application and was satisfied with the requirements; however, it is being recommended to approve the application with conditions in order to acquire the remaining items and to proceed with the issuance of the licence.

Moved by Marc Dubois, seconded by Sam Sinjari,

THAT the livery vehicle plate holder application, submitted by Eric Ceejay Williams, o/a Gateway Express Shuttle, located at 823 Francois Court, Windsor ON N8Y 3W5, to operate one (1) Class 'C' Livery Vehicle, namely a 2026 Toyota Sienna XLE HEV, **BE APPROVED** with the following conditions:

- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit a valid business name registration to operate as "*Gateway Express Shuttle*";

- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit a rate schedule that is in accordance to Public Vehicle Licensing By-law No. 137-2007 as amended;
- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit a vehicle safety standards certificate not more than thirty (30) days old for the proposed vehicle being a 2026 Toyota Sienna XLE HEV;
- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit valid insurance for the proposed vehicle being a 2026 Toyota Sienna XLE HEV; Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit the vehicle to and pass an inspection by the By-Law Enforcement Division.

Carried.

8. Reports & Administrative Matters

8(a) Windsor Licensing Report 2026 Age Limit Fee Reduction and one year age exemption for replacement vehicles

Craig Robertson, Deputy Licence Commissioners introduces guests Jay Abdolrahmanpour, Owner of Canadian Checker Cab and Bill Oag, Vets Cab Administrator. Mr Abdolrahmanpour expresses concern that an accessible taxi costs approximately \$100,000. He adds he operates 8 accessible taxicabs.

Councillor Renaldo Agostino asks Administration if licence fees differ from accessible taxicabs and traditional taxis. Craig Robertson remarks that the fees do not differentiate between a wheelchair accessible taxicab and a traditional taxicab.

In response to a question asked by Sam Sinjari regarding if a specific vehicle can “be grandfathered in” if the vehicle is in good shape, Craig Robertson responds Administration is not recommending “grandfathering” and reiterated the recommendation from Administration.

Marc Dubois remarks that the vehicles undergo regular inspections irrespective of the age and asks would those inspections alone certify that the vehicle is safe. Craig Robertson explains it would be safe at the time of the inspection and is more of a due diligence to ensure that the vehicle is being vetted through some type of inspection process. He indicates that in August, they require that these vehicles must submit their safety certificate along with all of the other safety requirements.

The Chair asks what the age requirements in other municipalities are and what is the rate. Craig Robertson advises that when they undertook their analysis, the City of Windsor had one of the most lenient age requirements and adds the licence fees are very comparable if not lower than our counterparts. He states that Windsor’s licence fees had not been raised in over 20 years.

Councillor Angelo Marignani questions if they were to proceed with another year extension, what would the risks be. Craig Robertson responds if they proceed with extending the vehicles, there is some risk associated with the wear and tear on the vehicles which is why municipalities have an 8-year standard for taxicabs.

In response to a question asked by Sam Sinjari regarding if they proceed with another year extension, can they still charge the one-year fee. Craig Robertson responds that they would pay their \$520.00 renewal fee and would not have to pay the replacement fee of \$95.00.

Councillor Renaldo Agostino recommends proceeding with the recommendation presented by Administration and suggests that the renewal fee of \$520.00 should be reduced to \$25.00. He remarks that these accessible amenities serve a very niche amount of people that desperately need this.

Craig Robertson advises that the Windsor Licensing Commission is the governing body for making decisions and hearing municipal licensing matters.

Moved by Councillor Renaldo Agostino, seconded by Councillor Angelo

THAT the Windsor Licensing Commission recommends that City Council **RECEIVE** the report of the Deputy Licence Commissioner *entitled "Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicab, and a One-Year Extension for all Taxicab Vehicle Replacements"* and,

THAT the age limit for wheelchair accessible taxicabs is to remain the same at twelve (12) model years old; and,

THAT the plate holder licence renewal for wheelchair accessible taxicabs **BE REDUCED** from \$520.00 to \$25.00 for the 2026 licencing period; and further,

THAT City Council **APPROVE** a one (1) year replacement extension for all taxicabs and wheelchair accessible taxicabs that are due at the 2026 licence renewal period.

Carried.

8(b) Expired Business Licence Application(s)

Moved by Marc Dubois, seconded by Councillor Angelo Marignani,

That the report of the Deputy Licence Commissioner dated June 2, 2026, entitled "Expired Business Licence Application(s) **BE RECEIVED**.

Carried.

9. Date of Next Meeting

The next meeting date to be determined.

10. Adjournment

There being no further business, the meeting is adjourned at 3:04 o'clock p.m.

Subject: Repeal By-law 5711 – “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and Pass By-law – “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” – City Wide

Reference:

Date to Council: June 24, 2026

Author: Brandon Calleja
Senior Manager/Deputy Chief Building Official - Permits
bcalleja@citywindsor.ca
519-255-6267 x6166
Planning & Building Services

Co-Author: Jessica Barlow
Senior Manager/Deputy Chief Building Official – Inspections (A)
jbarlow@citywindsor.ca
519-255-6100 x6844
Planning & Building Services

Report Date: 5/13/2026
Clerk’s File #: AB2026

To: Mayor and Members of City Council

Recommendation:

THAT Council **REPEAL** By-law Number 5711 being “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and **PASS** By-law XX being “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” **Executive Summary:**
N/A

Background:

Under Section 132(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, municipalities may pass By-laws authorizing the owner or occupant of land to enter adjoining land, at any reasonable time, for the purpose of making repairs or alterations to any building, fence or other structures on the land of the owner or occupant but only to the extent necessary to carry out the repairs or alterations.

By-law Number 5711 being “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” (Right of Entry By-law),

passed on May 24, 1977, authorizes the City of Windsor's (City) Building Commissioner to issue permits allowing property owners (or their agents) to enter adjoining land solely to carry out necessary repairs, alterations, or improvements to buildings, fences, or other structures, on condition that the adjoining property is restored to its prior condition afterward. Applicants must submit a fee, sworn declaration, and, if required, a land survey. Permits are valid for up to two months (with a possible one-time renewal), are non-transferable, and require prior inspection and proper notice to neighbours.

The Building Department has only issued 17 right of entry permits over the last 22 years (less than 1 per year) with 0 right of entry permits being issued in the past 5 years.

Maintaining the current requirement for a permit to enter property requires staff resources and administrative coordination, all of which are added costs to the City, which are not recovered through the permit fees.

Discussion:

This By-law has been updated to clarify and regulate the process of entering adjoining lands for property repairs, while balancing the rights and responsibilities of property owners and neighbours. Previously, there may have been ambiguity around when and how such entry could occur, leading to disputes or misuse of municipal resources to mediate neighbour to neighbour disputes. By specifying conditions such as requiring written notice, limiting entry to situations where repairs cannot be done from the owner's property, and restricting the duration and purpose of entry, the By-law ensures transparency and minimizes inconvenience to adjoining landowners.

Additionally, the inclusion of provisions for identification, restoration of the adjoining property, and compensation for damages reflects a commitment to accountability and fairness. These measures protect adjoining landowners from hazards, unauthorized use, or prolonged occupation, while still allowing necessary repairs to proceed efficiently.

By providing an effective framework that guides property owners through right of entry requests, the City reduces unnecessary expenditures and aligns its limited resource allocation with core municipal enforcement priorities, thereby improving overall functional efficiency.

Additionally, the amended By-law's formatting will mirror that of other City By-laws, improving consistency and making it easier for industry professionals and the public to navigate. These changes align with harmonizing terminology with other City By-laws.

Other Ontario municipalities, such as the Town of Tecumseh and the City of Toronto, have implemented a Right of Entry By-law to allow property owners or authorized agents to enter neighbouring properties for maintenance, repairs, or construction, provided certain conditions and notice requirements are met.

Overall, the updated By-law aims to reduce conflicts, enhance safety, and create a structured process that respects both private property rights and community standards.

More substantive changes to the amended By-law are as listed below:

SECTION 1 SHORT TITLE

This section was included to provide a short title for the By-law, referred to as the Right of Entry By-law.

SECTION 2 DEFINITIONS OF WORDS

New definitions have been added, old definitions were deleted, and existing definitions modified to ensure the By-law is clear in its expectations, as well as consistent with other City by-laws, such as the Property Standards By-law. The following defined terms have been added, modified, or deleted:

ADDED
Act, Adjoining Lands, Adjoining Owner(s), Building, Chief Building Official, City Property, Council, Officer, Owner, Property, and Repairs.
MODIFIED
Corporation to City
DELETED
Applicant, Building Commissioner, and Permit

SECTION 4 REGULATIONS

The revised Section 4 introduces significant changes. Under the former By-law, property owners were required to obtain a written permit from the Chief Building Official, complete application forms, pay fees, and provide supporting documentation before entering adjoining lands. The updated section eliminates this permit process entirely, allowing owners or occupants to enter adjoining lands under specific conditions without prior City approval.

Notice requirements have also been streamlined: while By-law 5711 mandated three days' notice, the new provision requires written notice at least 24 hours in advance, with detailed information on the nature of repairs, timing, and contact details, and includes flexibility for emergencies.

Additionally, the updated section imposes clearer obligations on those entering adjoining lands, including avoiding hazards, restoring the property to its original condition, and compensating for any damages caused.

Overall, these changes modernize the process by removing administrative burdens, enhancing transparency and accountability, and strengthening mechanisms for property owners.

SECTION 5 EXEMPTIONS

This section was included to exempt the municipality and its Agencies, Boards, and Commissions from the requirements of this By-law.

SECTION 6 VALIDITY AND SEVERABILITY

This section was included to ensure that if any part of the By-law is found invalid by a court, the remaining provisions will continue to be enforceable and legally effective.

SECTION 7 REPEAL AND TRANSITION

Subsection 7.1 and Subsection 7.2 were amended to add the most recent by-law numbers.

SECTION 8 – EFFECTIVE DATE

This section was included so it was not a stand-alone sentence.

Risk Analysis:

Updating the Right of Entry By-law helps mitigate several risks that would otherwise arise without a clear framework for property access.

Relying on the current by-law presents a risk of neighbour disputes, complaints, and potential property damage if maintenance access is misused or results in harm to neighbouring properties. There is also legal and liability exposure for the City if actions result in injury or damage.

However, without the By-law, neighbours could face disputes and legal conflicts over maintenance access, leading to costly litigation and strained relationships. The inability to access adjoining lands due to physical property constraints that limit access necessary to facilitate repairs could result in structural deterioration, safety hazards, and increased liability for property owners and the City if not addressed in a timely manner. The absence of clear rules also creates legal uncertainty, leaving parties vulnerable to trespass claims, which can damage municipal reputation. Furthermore, unmaintained structures pose insurance and liability risks, while unresolved conflicts can erode community cohesion.

By establishing a transparent process for notice, timing, and scope of work, the updated By-law reduces these risks, promotes fairness, and supports proactive property maintenance.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

There is no financial impact.

Consultations:

John Revell – Chief Building Official

Rob Vani – Senior Manager – Inspections

Michael Okanlawon – Financial Planning Administrator

Aaron Farough – Senior Legal Counsel
Shannon O’Moore – Executive Initiatives Coordinator

Conclusion:

The repeal of By-law Number 5711 and adoption of the new Right of Entry By-law demonstrates the City’s commitment to modernizing regulatory framework, streamlining administration, and providing clarity for property owners. The updated By-law establishes a clear, efficient process for accessing neighbouring lands for repairs, while protecting property rights and reducing disputes. Clear notice and restoration requirements promote fairness, accountability, and good neighbour relations, supporting property standards and reducing litigation risks for the City.

Planning Act Matters:

N/A

Approvals:

Name	Title
Brandon Calleja	Senior Manager/Deputy Chief Building Official - Permits
Wira Vendrasco	City Solicitor
Jelena Payne	Deputy CAO & Commissioner Economic Development
Emilie Dunnigan	Manager, Development Revenue & Financial Administration
Dan Seguin	On behalf of Commissioner, Finance & City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

Subject: Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide

Reference:

Date to Council: June 24, 2026
Author: Ian Day
Senior Manager, Transportation
519-255-6247 x6053
iday@citywindsor.ca
Public Works - Operations

Report Date: 4/9/2026
Clerk's File #: ST2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report in response to CQ 16-2025 – “Pedestrian Countdown Timers” **BE RECEIVED** by Council for information.

Background:

On Monday, September 8, 2025, Councillor Angelo Marignani asked the following Council Question – CQ 16-2025:

Countdown timers on traffic signals improve safety for pedestrians and drivers. Asks Administration what can we do as a city to incorporate this safety tool, such as new construction retrofit programs or funding allotments with a dedicated budget, and asks Administration to report back regarding a feasibility study on the cost, timeline, and the logistics of a citywide implementation plan and outlining a phased in approach for installing countdown timers on our traffic signals.

Discussion:

Pedestrian Countdown Timers

Pedestrian countdown timers (PCTs) provide a numerical display indicating the seconds remaining in the pedestrian clearance interval at signalized intersections. They are intended to improve decision-making and predictability for pedestrians.

Many Ontario municipalities use PCTs to improve the clarity of pedestrian phases and reduce misunderstandings about the flashing hand indication. PCTs display a numerical countdown during the Flashing Do not Walk (FDW) clearance interval, telling

pedestrians how much time remains to finish crossing. Crossings should not begin during the FDW interval. It is recognized that PCTs are not intended to be indirectly used by drivers as an indication of when the traffic signal may turn to amber or red.

Currently Windsor has electively installed PCTs at 11 intersections throughout the City (Appendix A). Several other Ontario municipalities have also installed PCTs as part of their Vision Zero programs as follows:

- Toronto: PCTs installed at all 1965 signalized intersections between 2000-2009.
- Ottawa: Began installing PCTs in 2009 on all new traffic signals and retrofits selected high traffic intersections annually.
- Mississauga: PCTs at new intersections and as requested for existing intersections.
- Kingston: PCTs installed at selected intersections based upon safety needs.
- London: PCTs installed at key intersections with safety concerns.
- York Region: PCTs have been installed at prioritized sites such as wide crossings, near schools and senior centers.

Potential Pedestrian Countdown Timer Benefits and Challenges

The common theme to many studies, is that PCTs make pedestrians feel safer when they are installed where crossings cover long distances and vulnerable pedestrians are involved, intersection geometry is poor and turning movements are complex. Some notable advantages include:

- *Reduced pedestrian violations:* Many pilot program studies reported fewer instances of pedestrians finishing crossing on red and fewer conflicts with vehicles after PCT installation.
- *Improved adherence and predictability:* The countdown communicates remaining time, improving compliance with indications and enabling pedestrians to decide to wait when insufficient time remains (i.e. not crossing during FDW).
- *Reduced anxiety:* Pedestrians, particularly the elderly, and those with disabilities often feel anxious when crossing intersections. Knowing exactly how much time they have left to cross can help to ease these symptoms. Research in Montreal showed that 91% of pedestrians felt safer with countdown timers, and it reduced the number of "slow pedestrians" trapped in the middle of the intersection.
- *Faster walking speeds:* Many studies have found increased pedestrian walking speeds and decreased violation probability, indicating more decisive crossings. However, PCTs can also promote late crossing start behavior where some pedestrians interpret the PCTs as permission to begin crossing late, especially when remaining countdown time is low.

While designed to potentially improve safety, PCTs may introduce unintended risks by altering the behavior of both pedestrians and drivers. Some research suggests that the PCT flashing countdown can cause pedestrians to fixate and become distracted, potentially reducing their awareness of turning vehicles. Further, motorists may indirectly use PCT information to accelerate vehicle speed through an intersection in an attempt to avoid amber or red traffic signal phases.

Audible Countdown Systems

Windsor began installing Accessible Pedestrian Signals (APS) at all new or upgraded intersections in 2015, which employ audible countdown systems. APS provide auditory and vibrotactile information to pedestrians who are blind, have low vision or have some hearing loss, so they know when they should begin to cross at a signalized intersection.

APS systems essentially translate visual pedestrian information to other sensory formats, enabling people with disabilities to navigate cities safely and comfortably. In an APS system when the Walk indication turns off, and the FDW interval begins, the button can be set to play the locator tone, a different sound, or with the equipment that Windsor has been using, an optional audible countdown of how many seconds are left in the FDW interval. This is a distinct feature that differs from PCTs which provide visual countdown information to pedestrians (and indirectly to motorists).

By the end of 2026, there will be 61 intersections in Windsor which will be Accessibility for Ontarians with Disabilities (AODA) compliant. Of the 61 intersections, 32 have been upgraded or newly added (including engineering capital works) with these enhancements since 2022. These 61 intersections will be equipped with APS systems which include audible countdown systems (Appendix B).

Moving forward, any modification or change to an existing pedestrian signal system will trigger an intersection upgrade to comply with AODA standards for both audible and vibrotactile indications to assist visually impaired pedestrians. PCTs alone do not meet this requirement while the City's APS system meets all requirements and with optional upgrades, can provide an audible countdown of time remaining during the FDW phase.

The City's current intersection upgrade program completes an average of seven (7) intersection upgrades per year, which include APS system enhancements and audible countdown timer provisions. The current program plans to continue upgrading another 70 intersections from 2027 to 2036 with such APS enhancements.

Risk Analysis:

There is no requirement in the Ontario Traffic Manuals (OTM) for the installation of PCTs within intersections. Ontario's Highway Traffic Act (HTA), section 144(28) specifically states that any pedestrian who starts crossing legally (i.e. with the walking man signal) has the right of way for however long it takes them to cross the road at their

personal full speed, even if the light against them turns red. While designed to potentially improve safety, PCTs may introduce unintended risks by altering the behavior of both pedestrians and drivers.

Most research data show mixed results and inconsistency with some studies advocating for their installation and others raising concerns. While some studies have shown reductions in pedestrian injuries following the implementation of PCTs, others have observed neutral or even adverse changes, highlighting that site conditions (geometry, volumes and turning movements) can greatly influence outcomes.

Statistics can be found for both reduction and increases in vehicle collisions with pedestrians as well as other vehicles. For example, in Toronto, initial studies (2007) suggested that PCTs were contributing to a decrease in pedestrian fatalities, while additional studies (2013-2014) indicated that the number of pedestrian/vehicle incidents increased by 26 per cent. These studies also showed vehicle collision rates to increase by 22 collisions per month. A 2019 Philadelphia study showed that pedestrian-vehicle collisions were reduced by nine (9) per cent; rear end collisions were reduced by twelve (12) percent, and total intersection crashes were reduced by eight (8) per cent after the countdown timer was introduced. A 2012 Detroit study showed a 73 per cent reduction in crashes at intersections with PCTs, and a 2010 North Carolina study showed a statistically insignificant change when they were installed.

Municipalities have increasingly recognized that PCT information, although intended for pedestrians, appears to trigger changes in driver behaviour, impacting vehicle speeds while approaching intersections. While some studies have shown reductions in pedestrian injuries following the implementation of PCTs, others have observed neutral or even adverse changes, highlighting that site conditions (geometry, volumes and turning movements) can greatly influence outcomes. Researchers have also discovered that the largest increase in collisions comes at intersections that were previously identified as being safe intersections. Researchers found that as drivers adapted to PCTs, they began to realize that even having one second left on the timer is enough time to attempt to clear the intersection if they are willing to accelerate. To compound this issue, driver speeds tend to increase during the amber phase of the intersection signal.

Further, the Ministry of Transportation of Ontario (MTO) has indicated concerns regarding pedestrian countdown timers that are visible to approaching drivers, particularly where their timing is not uniform across various intersection locations.

Accordingly, many municipalities are exploring options to effectively remove the driver's behavior component from the PCT system by investigating the use of verbal countdowns (audible countdown systems) at intersections.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

N/A

Financial Matters:

Currently Windsor has approximately 295 signalized intersections of which 11 are equipped with PCTs, leaving up to 284 intersections that could be retrofitted. Further, if the City were to develop an upgrade program to integrate PCTs into these existing intersections, replacing or altering pedestrian signals would also trigger an upgrade to meet AODA standards.

Specifically, any intersection upgrades would need to meet all AODA requirements, including upgrades to sidewalk, ramp and other infrastructure as per the Design of Public Spaces Standards (O. Reg. 191/11, Part IV.1). As 61 City intersections will meet AODA standards by the end of 2026, approximately 234 intersections could be similarly upgraded to the same.

The high-level cost estimate to retrofit 284 intersections to PCT along with upgrades to AODA standards at 234 intersections is shown in Table 1. If the City were to move forward at this time with a complete retrofit program to PCTs at all remaining intersections, the total cost would be **\$22,275,600**.

Should council wish to continue upgrading the signal system with only APS (inclusive of audible countdown timer provisions) as per current practice would be approximately **\$19,890,000** (cost avoidance of \$2,385,600 associated with PCT implementation).

Table 1: Cost of Intersection Retrofit to PCT / Upgrade to AODA Standards

<i>Intersection Retrofit to PCT (284 Intersections)</i>		Cost
Equipment Costs per Intersection	\$2,800	\$ 795,200
Labour Costs per Intersection	\$5,600	\$ 1,590,400
Subtotal		\$ 2,385,600
<i>Intersection Retrofit to AODA Standards (234 Intersections)</i>		
Civil Works Costs per Intersection *	\$55,000	\$ 12,870,000
Material Costs per Intersection **	\$30,000	\$ 7,020,000
Subtotal		\$ 19,890,000
TOTAL		\$22,275,600

* Civil works include removal/replacement of sidewalks and curbs to realign crossings, AODA compliant tactile indicator plates, removal/replacement of crosswalk lines and restoration.

** Material costs include Accessible Audible Pedestrian Control systems.

With current annual capital funding to OPS-008-20 (~ \$2.1 M annually), Transportation is able to complete an average of 7 intersection AODA upgrades per year, which include audible countdown systems. If Council directed an acceleration of that program, additional funding sources would be required.

Alternatively, if all of this annual funding was fully committed to retrofit all remaining intersections with PCT, it would take approximately 11 years to update the City's signal system. As this approach would exhaust funding for any other planned intersection traffic signal upgrades, it would not be achievable within existing capital funding levels.

Consultations:

Adrian Busa, Manager Transportation Maintenance
 Prem Patel, Manager Transportation Planning and Design
 Shawna Boakes, Senior Design Engineer PBX Engineering
 Zsolt Katzirz, Head of Operational Services West, Ontario Ministry of Transportation

Conclusion:

Based on the information outlined in this report, PCTs present both potential benefits and risks, with mixed safety outcomes identified in the literature. The City's current approach of integrating audible countdown features through APS-based intersection upgrades support accessibility objectives while managing cost, safety, and compliance considerations.

Planning Act Matters:

N/A

Approvals:

Name	Title
Rachel Chesterfield	Manager, Performance Measurement and Business Case Development
Stacey McGuire	Executive Director, Operations / Deputy City Engineer (A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

- 1 Appendix A – Pedestrian Countdown Timer Locations
- 2 Appendix B – AAPS locations

Appendix A

Pedestrian Count Down Timer Locations

1. Ouellette & Tecumseh East and West
2. McKay & University West
3. Parent & Riverside
4. Florence Trail & Riverside
5. Lincoln & Riverside
6. Huron Church & Riverside
7. Victoria at YMCA building
8. Curry & Wyandotte West
9. Goyeau & Hotel Dieu Hospital
10. Ellis & Parent
11. Drouillard & Milloy

Appendix B
AAPS Locations

1. University West & Sunset
2. University West & California
3. Wyandotte East & Strabane
4. California & Wyandotte West
5. Wyandotte East & Raymo
6. Riverside & Strabane
7. Lauzon & Wyandotte East
8. Pillette & Wyandotte East
9. Cabana & Holburn
10. Ouellette Avenue & Wyandotte East/West
11. Jefferson & Wyandotte East
12. Lauzon & Riverside
13. Ouellette & Elliot
14. Huron Church & Dorchester
15. Huron Church & Malden
16. Huron Church & Totten
17. Dougal Avenue & Ouellette Place
18. Dominion & Northwood
19. Devonshire & Riverside
20. Banwell & Palmetto
21. Giles & Ouellette
22. McHugh & Spitfire Way
23. Howard & Tecumseh
24. Darfield & McHugh
25. Cabana & Mt Royal
26. Cabana & Dougall
27. Huron Church & Tecumseh
28. Huron Church & Giradot
29. Cabana & St Clair College
30. Lauzon Parkway & Forest Glade
31. Dominion & Ojibway
32. Lauzon Parkway & Essex Way
33. Provincial & 6th Concession
34. Provincial & Rona Entrance
35. Cabana & Askin
36. Cabana & Clara

37. Sandwich & Mill
38. Sandwich & Brock
39. Lauzon Parkway & Hawthorne
40. Lauzon Parkway & Cantelon
41. Howard & Sydney
42. Division & Sydney
43. Wyandotte East & St. Rose
44. Catherine & Roseville
45. Tecumseh Road East & Catherine
46. Tecumseh Road East & Roseville Gardens
47. Tuscarora Street & Goyeau Street (2026)
48. Ojibway Parkway & Sprucewood Avenue (2026)
49. Ojibway Parkway & Weaver Road (2026)
50. Ottawa Street & Parent Avenue (2026)
51. Tecumseh Road West & California Avenue (2026)
52. EC Row Avenue & Central on Ramp (2026)
53. EC Row Avenue & Central off Ramp (2026)
54. Ouellette Avenue & Ellis Street (2026)
55. Elliott Street & Goyeau Street (2026)
56. George Avenue & Seminole Street (2026)
57. Ottawa Street & Kildare Road (2026)
58. Ottawa Street & Walker Road (2026)
59. Chatham Street and Goyeau Street (2026)
60. Erie Street & Victoria Street (2026)
61. Lauzon Parkway & Catherine Street (2026)

Subject: Response to CQ 2-2026 - Feasibility of Parking Revenue Sharing with Business Improvement Areas - City Wide

Reference:

Date to Council: June 24, 2026
Co-Author: Bill Kralovensky
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Public Works - Operations
Report Date: 6/2/2026
Clerk's File #: MI/14538

To: Mayor and Members of City Council

Recommendation:

- I. That the report in response to CQ 2-2026 regarding the feasibility of potential parking revenue sharing arrangements with Business Improvement Areas (BIAs) **BE RECEIVED** by Council for information.

Background:

At the City Council meeting held on February 9, 2026, Council approved Council Question CQ 2-2026, as submitted by Councillor Mark McKenzie, which asked Administration "To report back on the feasibility of revenue sharing agreements with BIAs that would direct a percentage of parking meter and municipal lot revenues generated within each BIA boundary back to that BIA".

This report is in response to CQ 2-2026.

Discussion:

Parking Revenue Framework

Revenue generated from City parking operations, including on-street meters and off-street municipal parking lots, is first applied to cover operating and collection costs. Net revenues are currently allocated to the City’s off-street parking reserve Fund 138 and are used to fund parking related maintenance, repair, and capital improvements city wide. These include parking garage beautification and maintenance works, replacement of parking equipment, rehabilitation of parking lot pavement and development of new parking lots.

In response to the Council question, Administration examined revenue generated within existing BIA boundaries and non-BIA areas. A summary of 2025 gross parking revenues (prior to expenses) is outlined below.

Category	Area	2025 Revenue
BIA Areas	Downtown Windsor (DWBIA)	\$1,463,265
	Walkerville	\$76,134
	Wyandotte	\$91,597
	Ottawa	\$235,437
	Erie	\$192,389
Subtotal – On/Off-Street Parking		\$2,058,822
	Garage #1 & #2 (within DWBIA)	\$335,622
Subtotal – Total Parking (incl. garages)		\$2,394,444
Non-BIA Areas	University of Windsor	\$343,502
	Tecumseh Rd E	\$27,784
	South Ouellette Ave	\$31,963
	Subtotal – Non-BIA	
TOTAL GROSS REVENUE		\$2,797,693

As noted, the gross revenue figures presented above do not reflect operating costs, enforcement, maintenance, capital reinvestment, or reserve contributions. Based on the 2025 budget, approximately 58% of gross parking revenue supports operating

costs, with the balance allocated to reserves. As such, these figures should not be interpreted as funds available for redistribution or sharing.

Administration notes that parking garages, while geographically located within a BIA boundary, represent a distinct asset class and may require separate policy consideration if revenue sharing were explored. It is also important to note that only five (5) of the nine (9) BIAs are included in the revenue summary above, as the remaining BIAs do not have on and off street pay-for-parking within their boundaries.

Business Improvement Areas in the City of Windsor

BIAs in Ontario, including those in Windsor, are established under Section 204 of the Municipal Act, 2001. BIAs are governed by local boards of management and are funded primarily through a levy imposed on assessable properties within the BIA boundary.

BIAs are generally established to support local economic development, undertake marketing and promotional activities, enhance streetscapes and public area improvements, and deliver capital enhancements above base municipal service levels.

Each BIA is responsible for preparing an annual budget outlining proposed expenditures, anticipated grants or contributions, and the levy required to fund BIA activities. This levy model is intended to supplement, rather than replace base municipal services.

Municipal Benchmarking

Administration reviewed publicly available information related to how BIA's are funded Ontario-wide (reference Appendix A). The prevailing approach among Ontario municipalities is **not** to directly share parking meter or municipal lot revenues with BIAs. With one notable exception found (City of Hamilton), parking revenues are typically retained by municipalities to support city-wide parking operations, maintenance, and capital reinvestment, while BIAs continue to be funded through the traditional levy model as prescribed in under Section 208 of the *Municipal Act, 2001*. Where BIAs benefit from parking revenues, this is generally indirect, through City-delivered streetscape improvements, enhanced maintenance, enforcement, or capital projects within BIA boundaries, rather than through cash transfers or formula-based allocations.

The primary outlier is the City of Hamilton, which has a formalized, formula-based direct revenue-sharing model tied specifically to on-street parking meter revenues within participating BIAs. Hamilton's program combines a modest base allocation with a percentage of BIA-specific meter revenues, subject to an overall annual cap and

escalation, and clearly defines eligible uses and conditions (e.g. streetscape improvements, beautification, promotion and active transportation initiatives).

No other Ontario municipality identified in Administration's research, including Toronto, Ottawa, London, Kingston, Waterloo, or larger Greater Toronto Area municipalities, has adopted a comparable, formula-based cash revenue-sharing framework. Instead, these municipalities emphasize maintaining municipal control over parking revenues to ensure consistent funding for parking infrastructure and services, while supporting BIAs through project-based investments or enhanced services aligned with broader municipal objectives.

Risk Analysis:

Receiving this report for information results in no direct financial or operational risks.

If Council were to pursue parking revenue sharing in the future, potential risks include:

- Equity and fairness among BIAs with different parking assets;
- Precedent expectations from BIA's or other commercial areas without parking revenue;
- Reduced funding availability for City-wide parking maintenance and capital reinvestment.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

N/A

Financial Matters:

Parking revenues currently fund the City's parking operations including all staff costs as well as all capital programs for lots, garages, and on street parking. Any redirection of these revenues would have long term implications for parking infrastructure funding.

At the time of writing this report, the Off-Street Parking Reserve Fund (138) had a balance of \$5,490,387. On an annual basis, net parking revenues are transferred to this reserve to support future parking related expenditures, including maintenance, repair, and capital improvements.

The chart below outlines the current projects with planned expenditures committed to be funded from this off-street parking reserve.

Project	Description	Years Funded	Committed Amount (\$)
Parking Equipment Replacement Program	Replacement of parking meters, pay stations, and related equipment	2023–2026	\$448,000
Parking Garage Capital Rehabilitation Program	Structural, mechanical, and safety improvements to municipal parking garages	2021, 2023–2026	\$2,934,000
New Parking Lot Development	Development of new municipal parking lots	2023–2025	\$300,000
Parking Lot Rehabilitation Program	Rehabilitation and lifecycle renewal of existing surface parking lots	2023–2026	\$1,200,000
Total Committed			\$4,882,000

In addition to these current projects, the City's approved in principle Capital Budget accounts for 4 projects with funding dedicated from this reserve over the next nine years for the projects outlined below.

Project #	Project	2027-2035 Approved in Principle Funding
OPS-001-13	Parking Equipment Replacement Program	\$1,221,125
OPS-018-07	Parking Garage Capital Rehabilitation Program	\$6,750,000
OPS-019-07	New Parking Lot Development	\$1,000,000
OPS-020-07	Parking Lot Rehabilitation Program	\$1,800,000
Total Approved in Principle Funding		\$10,771,125

As such, the reserve balance reflects planned lifecycle funding requirements and does not represent surplus or uncommitted funds. Any redirection of these revenues would require the deferral or re-prioritization of these planned works.

Consultations:

Cindy Becker - Financial Planning Administrator – Transportation

Mike Dennis – Manager Capital Planning and Reserves

Rob Slater, Executive Initiatives Coordinator, Infrastructure Services

Conclusion:

This report responds to Council Question CQ 2-2026 by outlining the current parking revenue framework, the role and governance of BIAs in Windsor, and key considerations related to potential parking revenue sharing.

Approvals:

Name	Title
Ian Day	Senior Manager, Transportation
Lorie Gregg	Executive Director, Financial Planning / Deputy Treasurer
Stacey McGuire	Executive Director, Operations / Deputy City Engineer (A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

Appendix A – Municipal Scan - BIA Funding Mechanisms

Appendix A – Municipal Scan - BIA Funding Mechanisms

The following chart summarizes publicly available information about how some Ontario municipalities provide funding to BIA's.

Municipality	BIA(s) Involved	Model Type	Revenue Mechanism	Key Terms	Status
Hamilton	11 BIAs (9 participating with metered parking)	Direct revenue sharing	Formula-based cash transfers: \$7,500 base + 10% of BIA-specific on-street meter revenue	Annual cap \$250,000 (3% annual inflation adjustment); optional Pre-Holiday Free Parking funded by BIAs; eligible uses expanded in 2024 to include active transportation	Ongoing (established 2010; modernized 2024)
Toronto	85+ BIAs	No parking revenue sharing; traditional levy	BIAs funded by property tax levy; no confirmed formula-based parking revenue sharing identified in public sources reviewed	BIA budgets approved annually; capital support through Streetscape programs (City-delivered projects)	Ongoing (levy system)
Ottawa	18 BIAs (including Downtown BIA)	Levy funding with City grant/program supports	Public materials reviewed show levy-based BIA funding and City-controlled parking-related project/grant supports; no confirmed formula-based revenue sharing identified	Council approves project allocations annually; no formula; project-based; BIA benefits are geographic and indirect	Ongoing

Cont'd

Municipality	BIA(s) Involved	Model Type	Revenue Mechanism	Key Terms	Status
London	Downtown London BIA, Old East Village BIA	Traditional levy with City-directed support measures	Public materials reviewed confirm levy-based BIA funding; no confirmed current formula-based parking revenue sharing identified	No fixed formula; annual budget allocations; City retains project control; BIA input consultative	Ongoing
Waterloo	Uptown Waterloo BIA	Historical service arrangement	Older public references describe parking-related cost recovery for enhanced services in the BIA area	Cost recovery model; no cash transfer; City-delivered services	Historical (2016-2018); current status TBC
Other Ontario municipalities (Mississauga, Brampton, Vaughan, Richmond Hill, Markham, Guelph, Cambridge, Kitchener)	Various BIAs	Traditional levy system	Public materials reviewed generally indicate levy-based BIA funding; no confirmed current formula-based parking revenue sharing identified	Standard <i>Municipal Act</i> levy mechanism	Ongoing

“TBC” indicates that current program status could not be confirmed through publicly available sources at the time of writing.